Bulletin #2015-004 1 – December - 2015

Subject:
National Limited Open Class and Class Updates

Overview:
Effective 1/1/2016, the following rule changes will go into effect.

1. Replace the table in Article 10.1 with the following:

Category	Classes
Open	Open, National Limited Open, Open Light, Group 2, Group 5
Production	Super Production, B-Spec

Rationale: Part of the addition of the National Limited Open Class.

National Limited Open Class is a new national class intended to represent the majority of Open Class cars currently competing in Rally America events.

2. Replace the table in Article 10.1.F.1 with the following.

Class	Inlet Restrictor Size
B-Spec	None with boost limit
Super Production	34mm x 3mm
Group 2	N/A
Group5	N/A
Open	34mm x 3mm
Open (Driver in Seeded Draw)	34mm x 3mm with boost limit
National Limited Open	34mm x 3mm or 36mm x 3mm with boost limit

Rationale: Part of the addition of the National Limited Open Class.

Part is updating B-Spec to allow particular forced induction cars.

3. Replace Article 10.2.A.1 with the following.

   1. The Open Category is comprised of five ~~four~~ Classes: Open, National Limited Open, Open Light, Group 5, and Group 2. It is the intent of these Rules that vehicles competing in the Open Category be based on production vehicles. Innovation and modifications within the rules is encouraged. Nonproduction based vehicles (i.e., "one-off" vehicles) built from the ground up, are explicitly prohibited. In general, freedom is given to modify any component of the vehicle providing that it is not otherwise restricted below. Engine and chassis wiring harnesses are free as long as the OE windows, heater blower motor and electrical equipment required under Article 6.4 still function.

   Rationale: Part of the addition of the National Limited Open Class.

4. Replace Article 10.2.A.2 with the following.

   2. The engine is unrestricted. ~~but, in vehicles entered in National Championship rallies, it must be derived (at least the engine block) from a product line offered by the manufacturer of the vehicle.~~

   Rationale: This change is being introduced as the request of competitors.

5. Add the following section to Article 10.2.A.6.

   i. Open Class vehicles entered in Rally America National Championship rallies with the Driver in the Seeded Draw must have provisions for wire seals on the engine's valve cover, for the purpose of engine sealing.

   Rationale: The number of engines per event may be limited in the future and the engine sealing rule is being added in order to allow for that.

6. Add the following section to Article 10.2.A.

   11. National Limited Open Class: In addition to all other restrictions pertaining to National Open Class elsewhere, the following additional restrictions are added:

      a. The complete OE body shell and chassis, including from the front edge of the rear (back) seat support forward to the front bumper mounts may not be cut or altered. Items not to be modified include (but not limited to), the wheel tubs, floors, roof, rear quarter panels, front strut towers, all door jams and pillars. Exceptions:

         i. One side of the central tunnel may be widened for exhaust pipe clearance.

         ii. The driver’s floor may be modified in order to fit a pedal assembly.

         iii. The radiator core support and panel may be modified for

alternate radiator fitment and intercooler pass through.

iv. The rear floor (but not the frame rails) may be cut for fuel cell fitment and exhaust pipe clearance.

v. The reinforcing of the chassis by the addition of material is allowed.

vi. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissible. Mounting tabs for the OE seats and accessories may be trimmed or removed. These changes are subject to approval by Rally America.

b. The OE rear frame rails may not be cut or altered.

c. The OE front subframe must be retained. It may be reinforced, but suspension-mounting points may not be relocated. Front subframes may not be relocated other than in a vertical direction, by the addition of material. Material may not be removed from the subframe, body shell or chassis to facilitate subframe relocation.

d. The OE rear subframe must be retained. It may be reinforced and only one suspension mounting point per side may be relocated. Rear suspension must remain the same type as OE (example: double wishbone must remain double wishbone). Rear subframes may not be relocated except in a vertical direction by the addition of material. Material may not be removed from the subframe, body shell or chassis to facilitate subframe relocation.

e. The OE rear strut towers or shock towers must remain in the stock location, but may be extended vertically along the damper's OE axis up to 3.5".

f. The hub carriers must remain OE for the model, but they may be modified by the removal of material.

g. The transmission must use an OE case from the same manufacturer as the entered model, or be approved in writing by Rally America.

h. The rear final drive must use an OE case from the same manufacturer as the entered model.

i. The front fenders must remain OE for the model, the fender lips (all four) may be rolled, but the fender or quarter panel must not be otherwise modified.

j. The front and rear bumper covers must remain OE for the model entered. They may be cut for ventilation, exhaust fitment, or tow eye clearance. Protective screens may be added to the front grill openings. Mud flaps may be attached to the rear bumper covers,

but they must not otherwise be modified.

k. The entire tire (all four positions) must not be visible when viewed from above (wheels straight).

l. Any rear mounted aerodynamic device may be claimed post-event by another National Limited Open Class entrant for $1,000. Other Open Class limits on aero devices also remain.

m. Turbochargers must be approved by Rally America, in writing. A series mandated boost limiter or data logger may be required at the discretion of Rally America.

n. The engine block and cylinder head must be OE from the entered manufacturer, produced in minimum numbers of 1,000 in a model year.

o. Cylinder heads and blocks may only be modified by scraping (removal) of material. Material may not be added to a cylinder head or block.

p. Maximum compression ratio is 11:1.

q. Connecting rods must be ferrous metal.

r. Water injection is not allowed.

s. The oiling system must be wet sump, unless dry sump is OE.

t. Only the racing fuel specified for National Limited Open Class, or locally available standard unleaded "pump" gasoline (per Article 10.1.D.2.b) is allowed.

Rationale: Part of the addition of the National Limited Open Class.

7. Replace Article 10.2.B.1.a with the following paragraph.

a. B-Spec

B-Spec class vehicles are built to Production Category rules using one of the following normally aspirated vehicle models:

2012-2015 Chevrolet Sonic
2012-2015 Fiat 500
2011-2015 Ford Fiesta
2009-2015 Honda Fit
2012-2015 Kia Rio
2011-2014 Mazda 2
2007-2015 MINI Cooper
2007-2015 Nissan Versa
2007-2015 Toyota Yaris

<u>Alternately, B-Spec class vehicles are built to Production Category rules using one of the following forced induction vehicle models:</u>

<u>2014-2015 Chevrolet Sonic 1.4 liter</u>

2014-2015 Ford Fiesta 1.0 liter
2014-2015 MINI Cooper 1.5 liter

Rationale: Updates to B-Spec for the cars available, including an addition for turbocharged cars.

8. Replace Article 10.2.B.5.b with the following.

   b. For Super Production vehicles, the following minimum weights apply:

   - 2002-2005 GD WRX = 3,125lbs
   - 2006-2015 GD and GH WRX = 3,150 lbs
   - 2004-2015 GD and GH WRX STI (stock pistons) = 3,150 lbs
   - 2004-2015 GD and GH WRX STI (alternate pistons) = 3,350 lbs
   - 2004-2013 Mitsubishi EVO = 3,175 lbs

   Except as indicated above (or as amended by Bulletin), there is no stated minimum weight for Super Production vehicles.

   Rationale: Update years.

9. Replace Article 10.2.B.13.e with the following.

   e. In Super Production vehicles, boost on supercharged or turbocharged vehicles is unrestricted and a manual boost control and associated hardware is authorized. A "piggy back" controller may be used to alter the function of the ECU, to similar effect as reprogramming the O.E. ECU.

   Rationale: Update for the allowance of forced induction cars in B-Spec.

10. Add the following section to Article 10.2.B.13.

    In B-Spec vehicles, boost on supercharged or turbocharged vehicles is restricted to the stock levels, as controlled by the original ECU. A series-mandated boost limiter or data logger may be required at the discretion of Rally America.

    Rationale: Update for the allowance of forced induction cars in B-Spec.

11. Replace Article 10.2.B.14.b.i with the following.

    i. For use in a 2004-2015 GD or GH WRX STI, an alternate piston made by JE Pistons and identified by a Rally America logo and a serial number.

    Rationale: Update for year.

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.